

## **US 26/Parks Rd.-Porterville Rd.**

### **Deficiencies:**

1. Level of service will not meet standard (future deficiency).

### **Recommended Improvements:**

1. Close existing US 26/Parks Rd. – Porterville Rd. intersection (future improvement).
2. Realign Parks Rd. – Porterville Rd. at 90-degree angle with US 26 to the northwest of existing intersection (future improvement).
3. Widen median to allow two-stage crossing of US 26 at realigned Parks Rd. – Porterville Rd. intersection (future improvement).

### **Other Improvements Considered:**

1. Replace existing intersection with offset “T” intersections to the northwest and southeast of existing intersection.

### **Reasons for Selecting Recommended Improvements:**

1. Two-stage crossing will provide adequate level of service because drivers will not be required to cross both directions of traffic along US 26 at same time.
2. Skewed angle of existing intersection would make turning maneuvers more difficult than if intersection was realigned at 90-degree angle with US 26.
3. Offset “T” intersections would result in more property impacts than realignment of existing intersection.

# US 26 at Parks Road/Porterville Road



**Figure 1**  
**Realignment of US 26/Parks**  
**Road-Porterville Road Intersection**



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## **US 26/Bond Rd./Pioneer Rd.**

### **Deficiencies:**

1. Eastbound and westbound right-turn lanes needed on US 26 at Bond Rd.
2. Centerlines on Bond Rd. intersection approaches need restriping.
3. Westbound right-turn lane needed on US 26 at Pioneer Rd.
4. Drivers ignore stop sign on eastbound approach of Pioneer Rd.
5. Level-of-service will not meet standard at Bond Rd. (future deficiency).
6. Level-of-service will not meet standard at Pioneer Rd. (future deficiency).
7. Eastbound right-turn lane will be needed on US 26 at Pioneer Rd. (future deficiency).

### **Recommended Improvements:**

1. Construct eastbound and westbound right-turn lanes on US 26 at Bond Rd.
2. Restripe centerlines on Bond Rd.
3. Construct westbound right-turn lane on US 26 at Pioneer Rd.
4. Install and adequately maintain pavement markings and delineation on Pioneer Rd., including at a minimum:
  - Centerline
  - Edgeline
  - Double width (24") stop bar
  - "STOP" pavement marking in advance of intersection
5. Install oversize stop sign on eastbound approach of Pioneer Rd.
6. Create new combined intersection between Bond Rd. and Pioneer Rd. with widened median to allow two-stage crossing of US 26 from Bond Rd./Pioneer Rd., with eastbound and westbound right-turn lanes on US 26 (future improvement).

### **Other Improvements Considered:**

1. Install curbing and curb extension on eastbound approach of Pioneer Rd.; move stop sign to curb extension.
2. Install speed hump and/or rumble strip on eastbound approach of Pioneer Rd.
3. Widen median at existing Bond Rd. and Pioneer Rd. intersections to allow two-stage crossing maneuvers.

### **Reasons for Selecting Recommended Improvements:**

1. Adequate pavement markings and delineation on Pioneer Rd. are necessary, basic improvements that should be installed and monitored for effectiveness prior to considering other improvements.
2. Speed hump and rumble strip on eastbound approach of Pioneer Rd. would not adequately address problem of drivers ignoring stop sign and may create additional problems.
3. Combined Bond Rd./Pioneer Rd. intersection would provide adequate future level of service and would eliminate skewed alignment at both existing intersections.



# ***US 26 at Pioneer Road/Bond Road***



**Figure 2**  
**Combined US 26/Bond**  
**Road-Pioneer Road Intersection**



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## **US 26/Groveland Rd./W. Collins Siding Rd.**

### **Deficiencies:**

1. Eastbound right-turn lane needed on US 26 at Groveland Rd.
2. Inadequate sight distance from northbound approach of Groveland Rd.
3. Level of service does not meet standard at Groveland Rd.
4. Southbound left-turns from Groveland Rd. difficult due to high traffic volumes on US 26.
5. Steam from potato processing plant causes sight obstruction at Groveland Rd.
6. Eastbound right-turn lane needed on US 26 at W. Collins Siding Rd.
7. Right-turns from northbound approach of W. Collins Siding Rd. too sharp for trucks
8. Level-of-service will not meet standard at W. Collins Siding Rd. (future deficiency).

### **Recommended Improvements:**

1. Close south leg (Groveland Rd.) of US 26/Groveland Rd. intersection.
2. Convert existing westbound left-turn lane at US26/Groveland Rd. to acceleration lane for southbound left-turns.
3. Provide advance warning along US 26 about steam problem using Road Weather Information System.
4. Realign south leg (W. Collins Siding Rd.) of US 26/W. Collins Siding Rd. intersection.
5. Construct eastbound right-turn lane on US 26 at West Collins Siding Rd.
6. Install westbound acceleration lane in median area at US 26/W. Collins Siding Rd. (future improvement).

### **Other Improvements Considered:**

1. Construct eastbound right-turn lane on US 26 at Groveland Rd.
2. Trim or remove trees on northbound approach of Groveland Rd.
3. Widen median to allow two-stage crossing of US 26 from Groveland Rd.
4. Install signal at US 26/Groveland Rd.
5. Close westbound right-turn lane at US 26/Groveland Rd. to decrease crossing width of US 26.
6. Require large trucks to use alternate route other than W. Collins Siding Rd.

### **Reasons for Selecting Recommended Improvements:**

1. Closure of south leg of Groveland Rd. would address multiple deficiencies at US 26/Groveland Rd. intersection:
  - Eastbound right-turn lane on US 26 would not be needed.
  - Sight distance from northbound approach of Groveland Rd. would not be an issue.
  - Level of service would improve to adequate level (LOS "B").
  - Would allow conversion of existing westbound left-turn lane into acceleration lane for southbound left-turns.
2. Warrants for traffic signal at US 26/Groveland Rd. are not met (would be met in future, however).
3. Use of alternate route by large trucks to avoid sharp turn at US 26/W. Collins Siding Rd. would result in too much out-of-direction travel (south leg of Groveland Rd. would be closed).



# ***US 26 at Groveland Road/W. Collins Siding Road***



**Figure 3**  
***Realignment of US 26/West Collins***  
***Siding Road Intersection***



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## **SH-39/Liberty Rd.**

### **Deficiencies:**

1. Skewed alignment of intersection makes it difficult for trucks to maneuver onto and off of SH-39.
2. Southbound right-turn lane needed on SH-39.
3. Need to regularly restripe Liberty Rd. and Ash Rd. intersection approaches.
4. Level-of-service will not meet standard (future deficiency).
5. Northbound right-turn lane will be needed on SH-39 (future deficiency).

### **Recommended Improvements:**

1. Realign existing intersection:
  - Close existing Liberty Rd./Ash Rd. intersection.
  - Realign Liberty Rd. at 90-degree angle with SH-39 to south of existing intersection.
  - Construct connector road between new SH-39/Liberty Rd. intersection and Ash Rd.
  - Provide local access connection to property on northwest corner of existing intersection.
2. Construct southbound right-turn lane on SH-39.
3. Maintain adequate striping on minor road approaches to intersection.
4. Construct eastbound left-turn lane on Liberty Rd. (future improvement).
5. Construct northbound right-turn lane on SH-39 (future improvement)

### **Other Improvements Considered:**

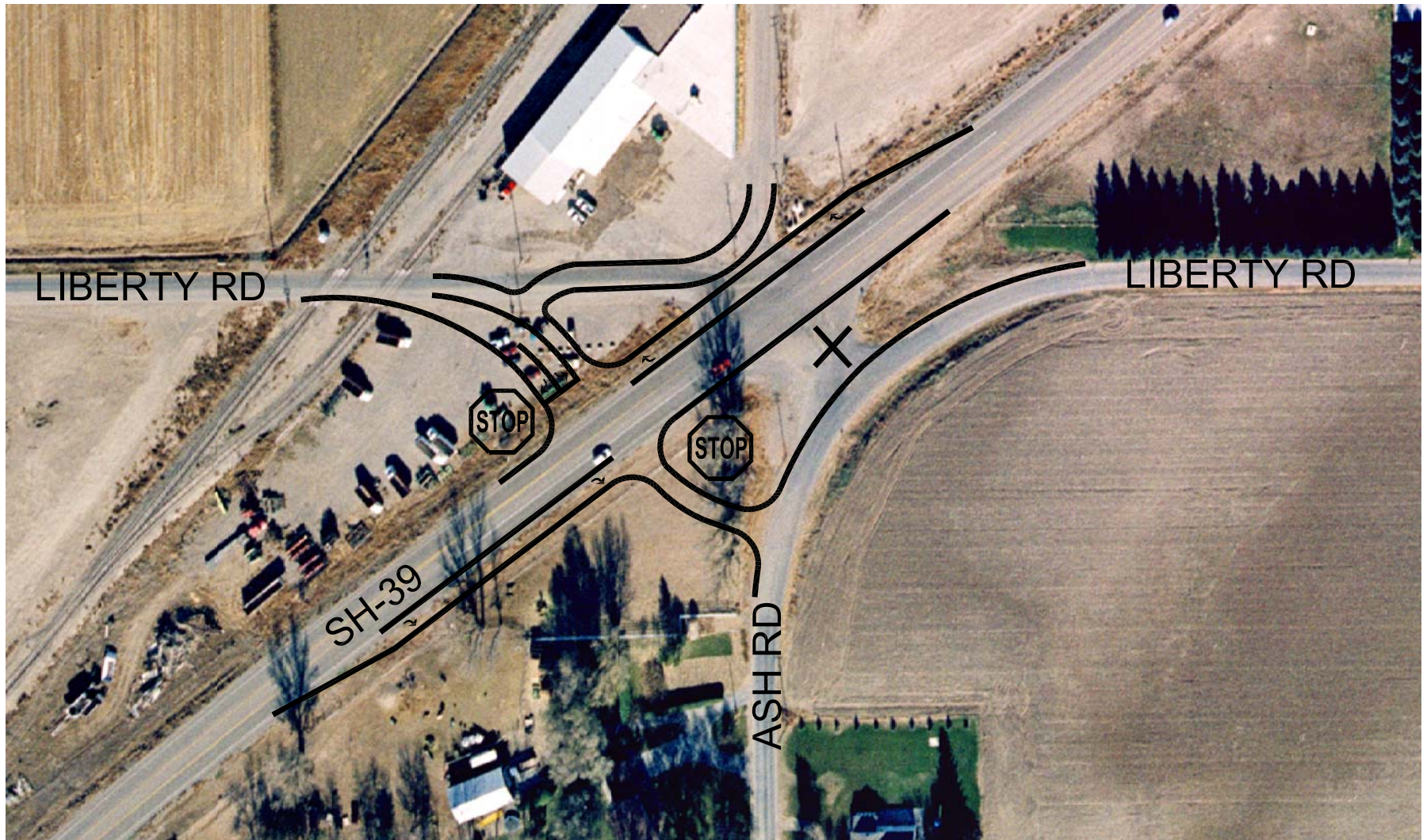
1. None.

### **Reasons for Selecting Recommended Improvements:**

1. Relocation of intersection necessary in order to achieve adequate alignment and reduce number of intersection approaches.



# ***SH-39 at Liberty Road***



**Figure 4**  
**Realignment of SH-39/Liberty Road**  
**Intersection**



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## **SH-39 - Rockford West Rd. to Hilltop Rd.**

### **Deficiencies:**

1. Congested, high-accident segment, with substandard access conditions.

### **Recommended Improvements:**

1. Eliminate direct access to SH-39 from property on northeast corner of SH-39/Hilltop Rd. intersection; provide new access via Veljean Rd.
2. Close existing SH-39/Hilltop Rd. intersection.
3. Eliminate minor offset between east and west legs of SH-39/Rockford West Rd. intersection by realigning Rockford West Rd.
4. Close north access to SH-39 from property on southeast corner of SH-39/Rockford West Rd. intersection.

### **Other Improvements Considered:**

1. None.

### **Reasons for Selecting Recommended Improvements:**

1. Improvements will reduce potential for accidents caused by high density of accesses within this segment.

# ***SH-39 at Rockford West Road/Hilltop Road***



**Figure 5**  
**Modification of Access Along**  
**SH-39 in Rockford**



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## **SH-39/Hoff Rd.**

### **Deficiencies:**

1. Northbound left-turn lane needed on SH-39.
2. Southbound right-turn lane needed on SH-39.
3. Southbound acceleration lane needed to:
  - Allow trucks from Hoff Rd. to increase speed prior to merging into travel lane on SH-39.
  - Reduce beet spillage from trucks turning onto SH-39 from Hoff Rd. due to change in grade from Hoff Rd. approach to superelevated curve section of SH-39.

### **Recommended Improvements:**

1. Construct northbound left-turn lane on SH-39.
2. Construct southbound right-turn lane on SH-39.

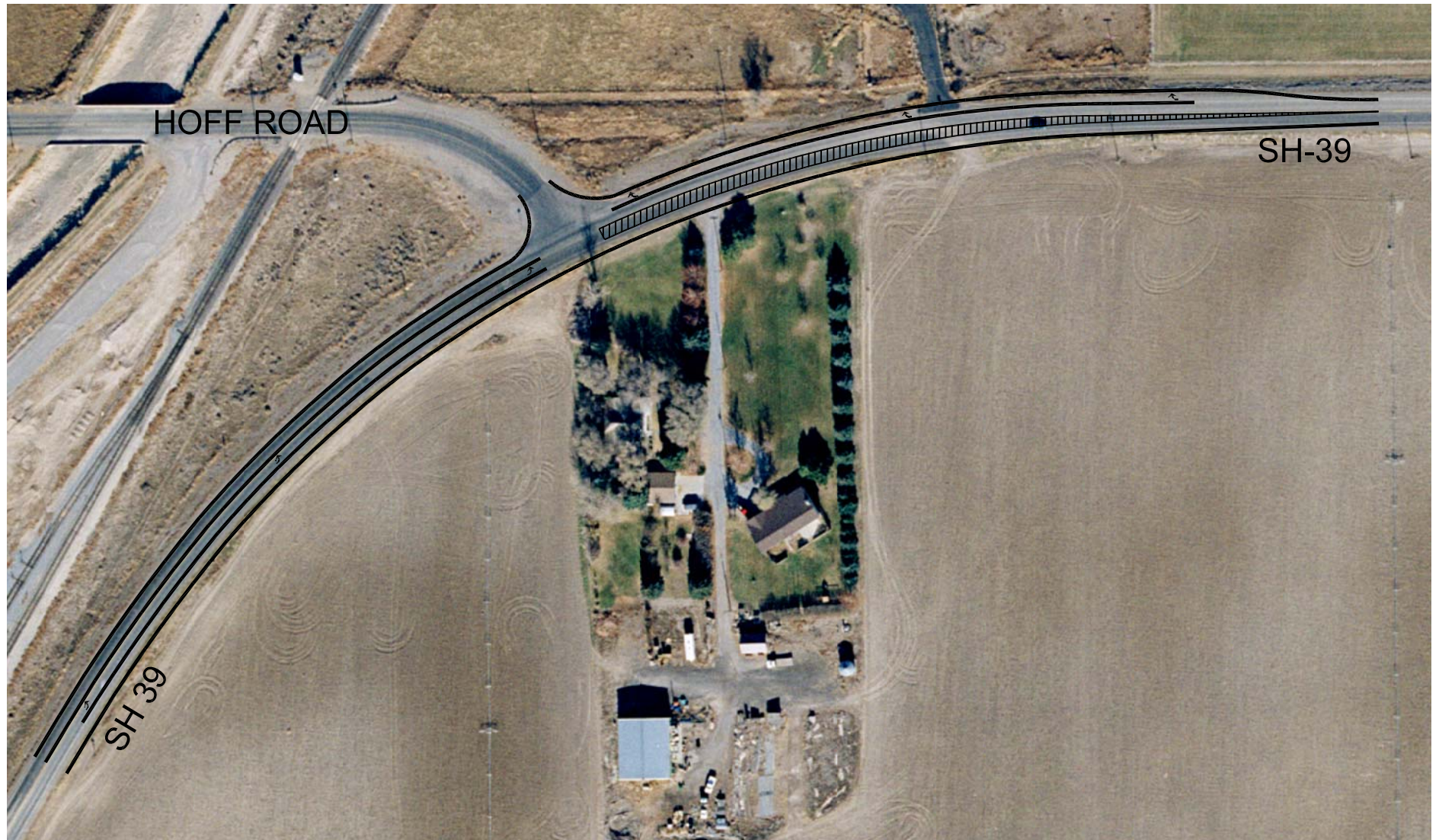
### **Other Improvements Considered:**

1. Construct southbound acceleration lane from Hoff Rd. to SH-39.

### **Reasons for Selecting Recommended Improvements:**

1. Southbound acceleration lane not recommended because:
  - No guarantee that construction of acceleration lane along existing alignment of SH-39 would reduce beet spillage problem.
  - To address the beet spillage problem with certainty, superelevation of curve along SH-39 would have to be reduced by realigning curve to a larger radius, resulting in significant impacts to farm and residential property to south of SH-39/Hoff Road intersection.

# SH-39 at Hoff Road



**Figure 6**  
**Addition of Turn Lanes at**  
**SH 39/Hoff Road**



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## **SH-39/Wilson Rd.**

### **Deficiencies:**

1. Congested, high-accident intersection, with most accidents caused by drivers on Wilson Rd. failing to yield to traffic on SH-39.

### **Recommended Improvements:**

1. Install flasher.
2. Modify accesses to commercial properties on northwest corner of SH-39/Wilson Rd. intersection:
  - Move convenience store access on north side of SH-39 to roughly 200 feet west of intersection; combine with access to adjacent property.
  - Convert existing unrestricted convenience store access on west side of Wilson Rd. to single driveway located roughly 200 feet north of intersection.

### **Other Improvements Considered:**

1. Install speed humps and/or rumble strips on Wilson Rd. approaches to intersection.

### **Reasons for Selecting Recommended Improvements:**

1. Flasher would increase driver awareness of approaching intersection and need to stop.
2. Modification of accesses to commercial properties near intersection would be effective overall safety measure.
3. Speed humps and rumble strips on Wilson Rd. approaches would not adequately address failure-to-yield problem and may create additional problems.

# ***SH-39 at Wilson Road***



**Figure 7**  
**Modification of Access at**  
**SH 39/Wilson Road**



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## **SH-39/Ft. Hall Ave. – Marina Rd.**

### **Deficiencies:**

1. High accident location, with drivers ignoring stop signs on northbound and southbound approaches of Ft. Hall Ave. – Marina Rd.
2. Eastbound right-turn lane needed on SH-39.
3. Westbound left-turn lane needed on SH-39.
4. Conflicts between bicyclists and pedestrians attempting to cross SH-39 and traffic on SH-39.

### **Recommended Improvements:**

1. Install and adequately maintain pavement markings and delineation on Ft. Hall Ave. – Marina Rd., including at a minimum:
  - Centerline
  - Edgeline
  - Double width (24”) stop bar
  - “STOP” pavement marking in advance of intersection
2. Install oversize stop signs on Ft. Hall Ave. – Marina Rd. intersection approaches.
3. Install “STOP” warning signs in advance of intersection.
4. Construct grade-separate bicycle/pedestrian crossing.

### **Other Improvements Considered:**

1. Install speed humps and/or rumble strips on Ft. Hall Ave. – Marina Rd. intersection approaches.
2. Close Ft. Hall Ave. and/or Marina Rd. intersection legs.
3. Construct underpass at existing intersection location.
4. Close existing intersection and create new grade-separated north-south route beneath U.P.R.R. overpass.

### **Reasons for Selecting Recommended Improvements:**

1. Adequate pavement markings and delineation on Ft. Hall Ave. – Marina Rd. are necessary, basic improvements that should be installed and monitored for effectiveness prior to considering other improvements.
2. Speed hump and rumble strip on eastbound approach of Pioneer Rd. would not adequately address problem of drivers ignoring stop sign and may create additional problems.
3. Turn lanes not recommended due to proximity of U.P.R.R. bridge approach to intersection (would require major fill or construction of retaining walls for bridge approach and relocation of bridge guardrails).

# SH-39 at Ft. Hall Ave./Marina Road



**Figure 8**  
**Signing and Striping Improvements at**  
**SH 39/Ft. Hall Ave/Marina Road**



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## **SH-39/Lamb-Weston Rd.**

### **Deficiencies:**

1. Right-turns from northbound approach of Lamb-Weston Rd. too sharp for trucks, so they must cut corner across curb and sidewalk.
2. Trucks merging onto southbound Lamb-Weston Rd. from eastbound SH-39 do not yield to traffic turning left from westbound SH-39.

### **Recommended Improvements:**

1. Remove curb and sidewalk, rebuild curve to larger radius.
2. Change intersection control so that eastbound right-turn does not stop and westbound left-turn movement is required to stop.

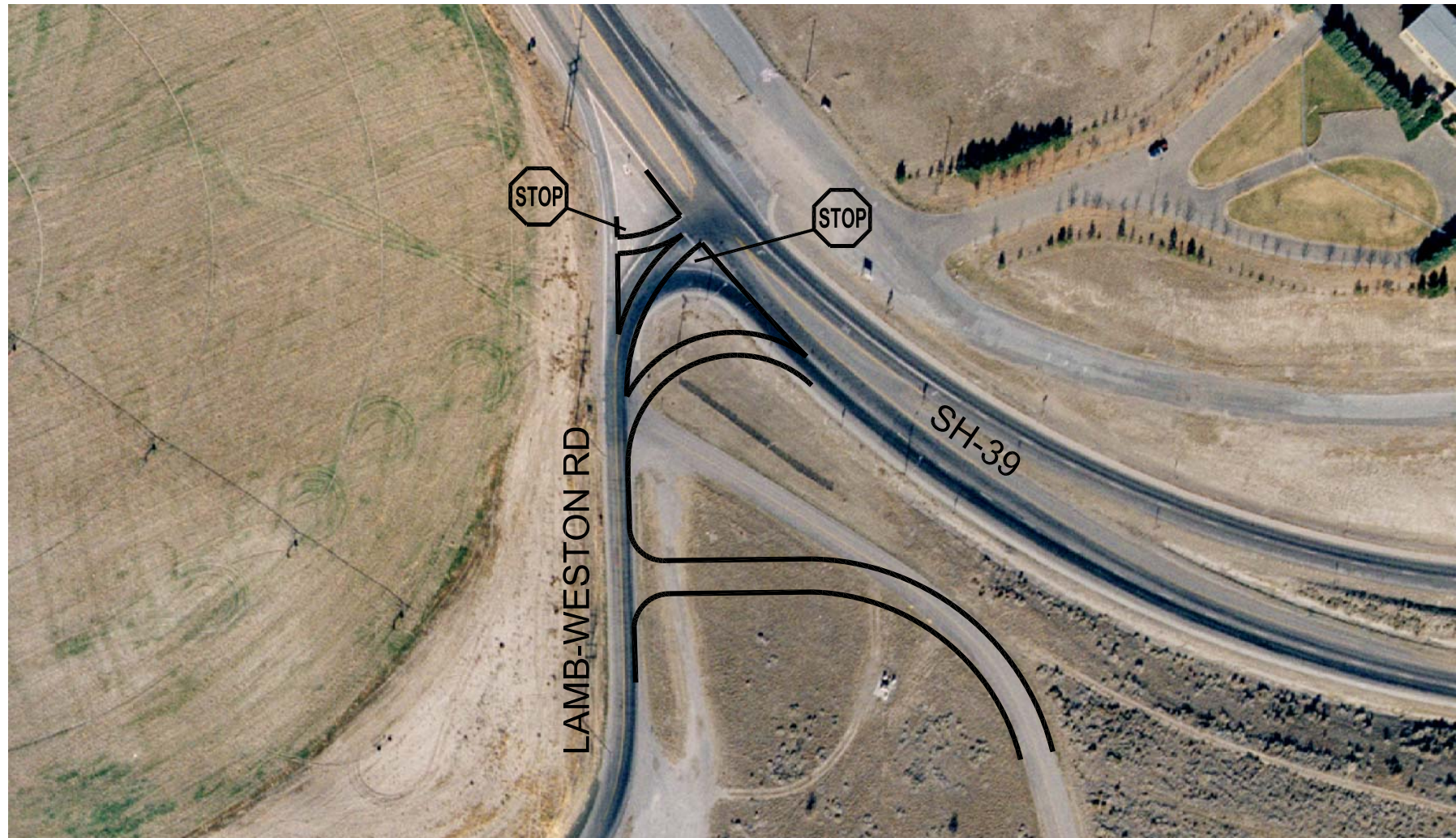
### **Other Improvements Considered:**

1. Increase curve radius by realigning Lamb-Weston Rd. through dry portion of field to south.
2. Install yield line (▲▲▲▲) on connector road from eastbound SH-39 at merge point with Lamb-Weston Rd. to increase driver awareness of need to yield.
3. Remove “pork chop” on north side of intersection together with connector road from eastbound SH-39 to create 90-degree intersection; construct eastbound deceleration lane.

### **Reasons for Selecting Recommended Improvements:**

1. Rebuilding existing curve would have lower cost and property impacts than realignment of Lamb-Weston Rd.
2. Change in intersection control would likely be more effective than installation of yield line and would cost less than reconstruction of intersection.

# ***SH-39 at Lamb-Weston Road***



**Figure 9**  
***Curve Widening for Northbound  
Right-Turn at SH-39/Lamb-Weston  
Road Intersection***



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